

VAPAW



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Program Manager

PUBLIC TRANSIT OVERVIEW

OCT. 24, 2022

Public Transit in Vermont - Vision

“Public transit meets the basic mobility needs of all Vermonters including transit dependent persons, provides access to employment and other modes, mitigates congestion, preserves air quality and promotes efficient energy use, and advances the State’s economic development objectives – all in a safe, reliable, cost-effective, and environmentally responsible manner.”

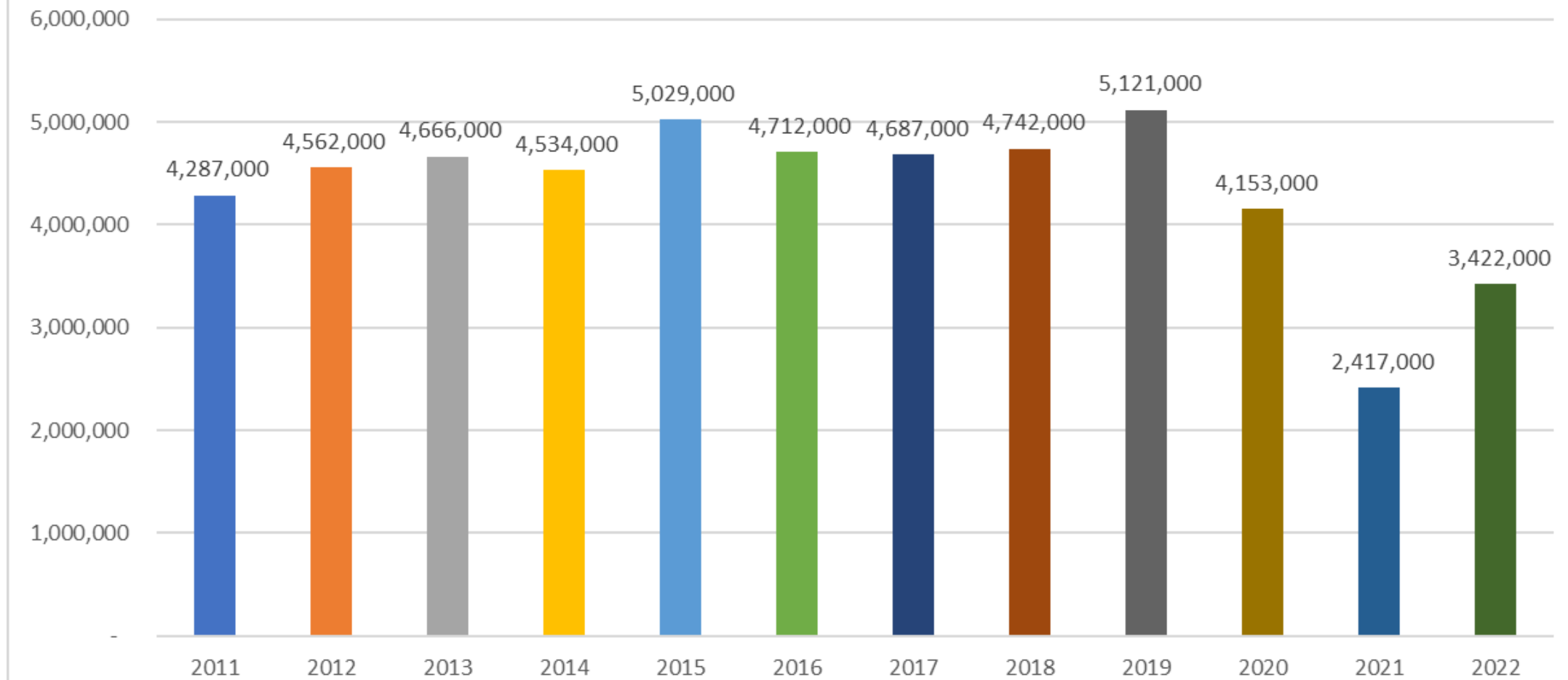


Program Priorities

- Maintain existing services
- Increase ridership to near pre-pandemic levels (4–5 million trips)
- Establish full year pilots for microtransit service (Manchester, Barre, Middlebury, Morrisville, Windsor, Rutland)
- Continue to scale up electrification of the PT fleet
- Mobility and Transportation Innovation Grant program
- Further develop demand response capacity through new “Community Drivers” program
- Transit Royale AVL service
- Go Vermont program



Annual Total Ridership



KNOW &

Your resource for finding
greener travel options
that will get you where
you need to go.



BUS INFORMATION



RIDESHARING



TRAIN INFORMATION



FERRY INFORMATION



EV CARS AND CHARGING STATIONS

Helpful Travel Apps

<https://www.connectingcommuters.org/>

Transit Challenges



Fixed Routes:

- Land use patterns - highest % of people living in a rural area... in the nation.
- Limited hours and days of service
- Routes and bus stops – we plan and hope to cover as many origin/destinations as possible, but limitations persist.
- Aging population mean fewer commuters, more trips requiring accommodations, increase in accessing healthcare and essential services.

Demand Response:

- Dial-a-Ride process requires planning and scheduling
- Cost per trip is more expensive than fixed routes
- Not easy to offer scheduled trips/open seats to the public
- Reduction in Volunteer Drivers, further pushing up costs and straining overall capacity
- Projecting increase in trip demand

Funding Public Transit Services

Federal Transit Apportionments (Formula)

- Rural and urban

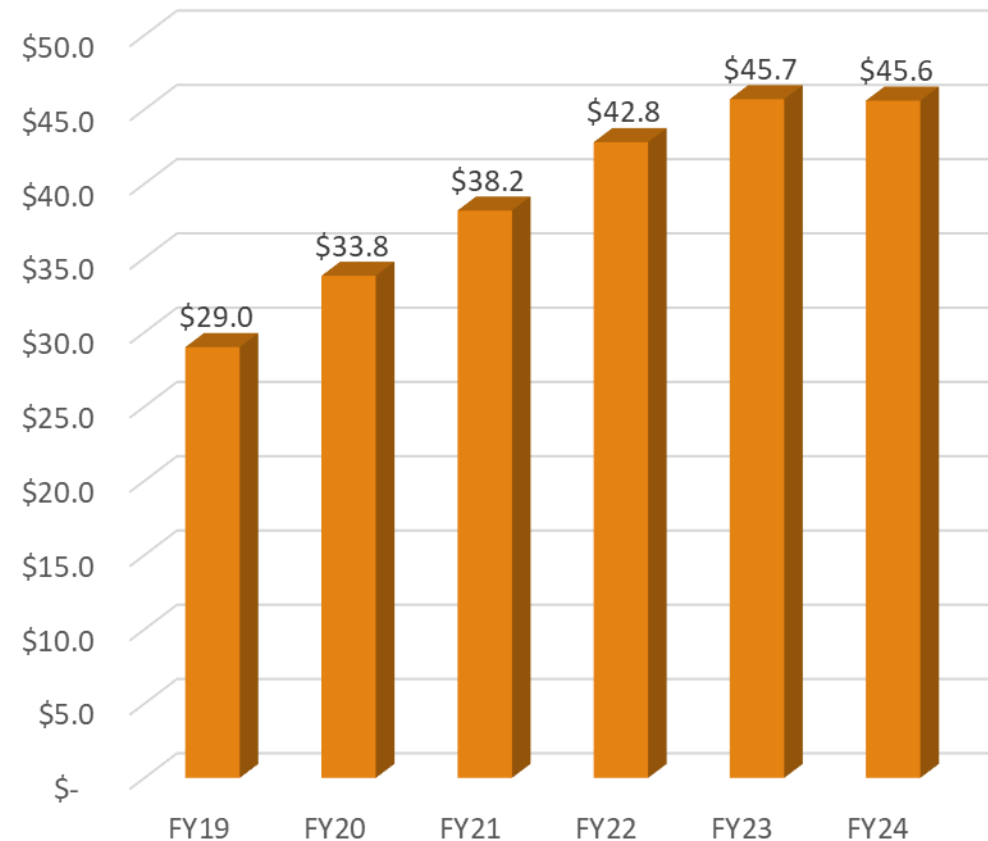
Federal Funds from FHWA (Flex)

Federal Funds – Competitive Grants

- Low and No Emissions buses
- Facilities

State Funds

Local funds



Overview of 2021 Transit Funding Study

Goal: Find sustainable source of revenue to maintain current service levels and leverage new federal funds to increase transit access for all Vermonters

Scope

- Conduct research on means of funding public transit
- Consider replacement for, or supplement to existing revenue sources
 - Local funding based on property taxes (already overburdened and constrained)
 - State funding from T-fund
 - Fare revenue (suspended since March 2020)
- Consider public-private partnerships
- Examine options for Chittenden County as well as statewide
- Recommend options for Vermont legislature to consider

Principles

- SEP (Someone Else Pays) vs. WAPAL (We All Pay A Little)
- Regional transit systems generate benefits regionally

Statewide Transit Access

Currently only a third of Vermont towns are served by a bus route

All Vermont towns have access to demand response service, but there are eligibility requirements

- People 60 and older
- People with disabilities
- Medicaid recipients without access to a car

WAPAL principle implies an expansion of rural service so that all Vermonters have access to transit service

- VTrans developing “Community Rides” concept to provide this access
- Covers work trips, as well as other purposes
- Likely will make extensive use of volunteer drivers, assisted by technology, perhaps with vehicles supplied through a public-private partnership

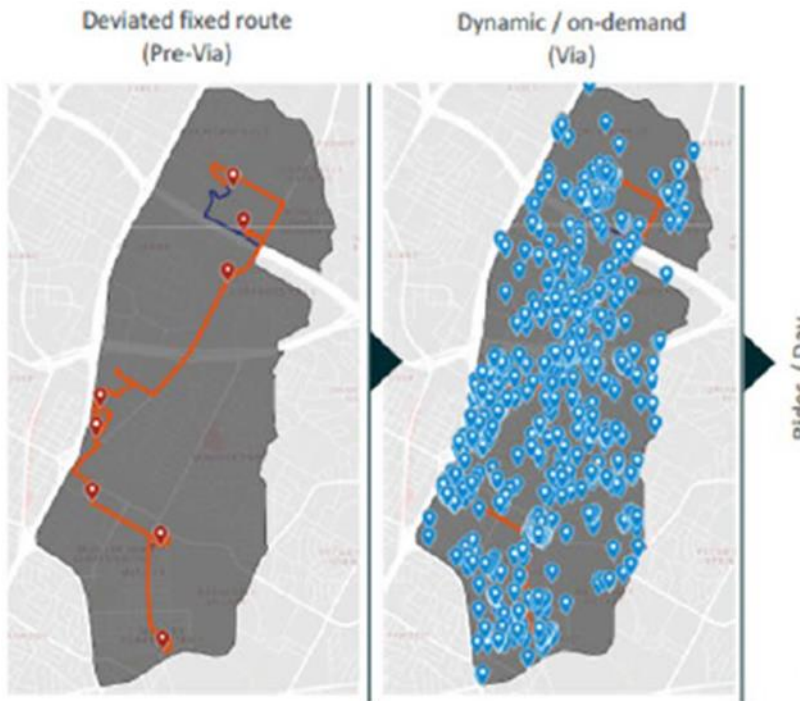
Non-riders already pay for transit service through property taxes and T-fund

Evaluation of Alternatives

Potential Funding Source	Rate/ Rate Increase	Stability of Revenue	Ease of Implementation	Political Feasibility	Equity	Total Score
Sales Tax	0.25%	-1	+2	-1	-2	-2
Payroll Tax on Employers	0.20%	+1	-1	0	+1	+1
Business Revenue Assessment	TBD <0.20%	0	-2	-1	+1	-2
County Property Tax	\$0.23 per \$1,000	+2	+1	-1	+1	+3
Income Tax	0.05%	0	+2	-2	+2	+2
Utility Fee	\$0.0053 per kWh	+2	+1	0	+1	+4
Property Transfer Tax	0.55%	0	+2	-1	+1	+2
Mortgage Recording Fee	\$0.75 per \$100	0	-1	-1	0	-2

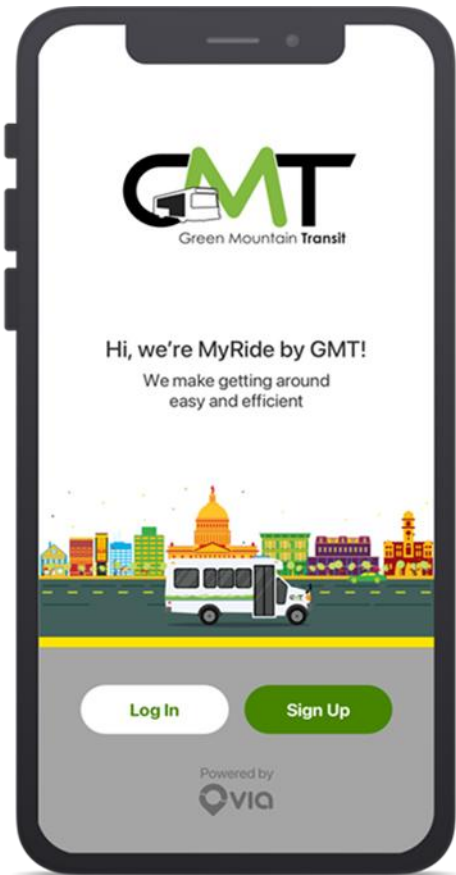
Microtransit - Pilot in Montpelier

Convenience drives demand



- Operated by GMT, branded “MyRide”
- Hours of Operation:
Monday – Friday: 7:00AM – 6:00PM
Saturdays: 8:00AM – 6:00PM
- Service Began: January 4, 2021
- This service replaced three fixed route services:
 - Montpelier Circulator
 - Montpelier Hospital Hill
 - Capitol Shuttle

Strengths of MyRide



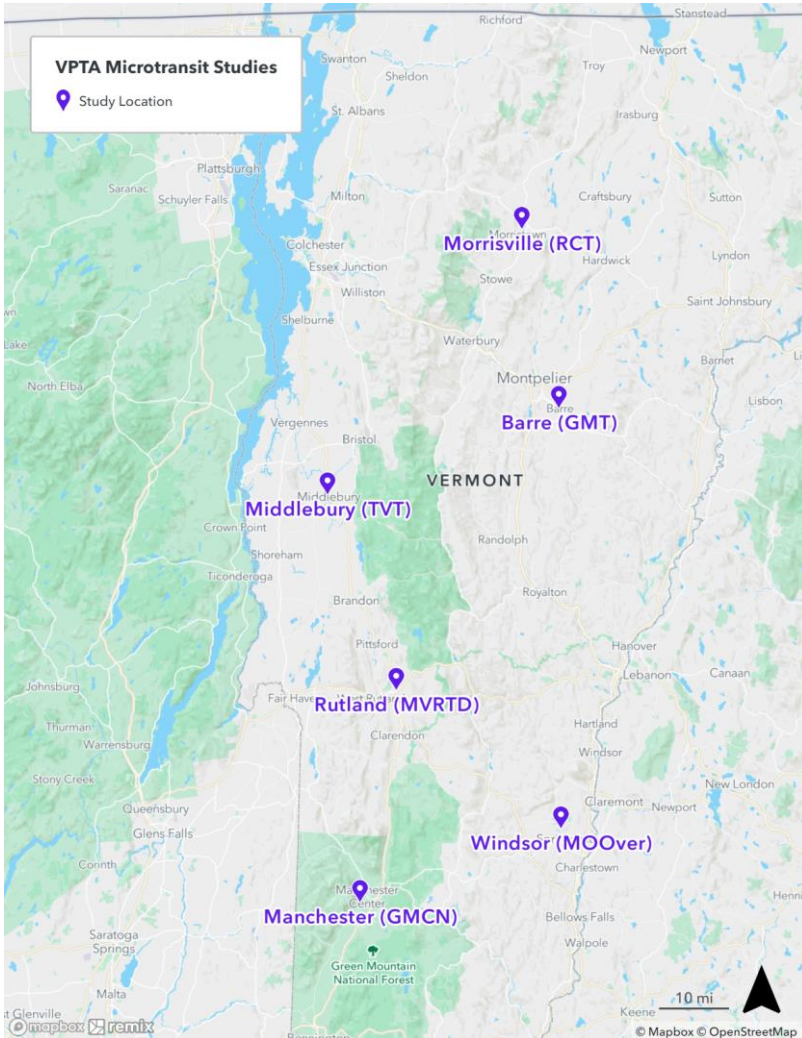
- Flexibility of scheduling trips
- Increased coverage; door-to-door service
- Increased awareness of public transit
- Reduced the average length of time a passenger is on board (more direct trips)
- New model of service improves GMT's image; helps GMT remain relevant
- Eliminated the need to handle deviations on the prior fixed routes
- Easy to use for those with smartphones; rider can see where the vehicle is during approach

Weaknesses of MyRide



- Lack of a fixed schedule is a hindrance for commuters
- Susceptibility of system to no shows and cancellations
- Much less functional and harder to use for those without smartphones
- Challenges in fine-tuning the algorithm to result in efficient and convenient service
- Lack of reporting (billing and operating statistics)
- Software cannot easily deal with special circumstances involving weather or pickup locations
- Lack of capacity during peak hours

Microtransit Next Steps



- Address Montpelier Weaknesses
- 6 Feasibility Studies completed
 - 5 new Pilots to begin in SFY'23
 - Ranging from very small communities without transit service to larger communities using Microtransit to complement fixed routes.
- Complete 6 additional Feasibility Studies

transportation is
ESSENTIAL.
VERMONTERS
need you.



Thank You
for your Time
– Questions?

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